

Building a Neighborhood Greenway Network in Ballard



Public Meeting #1
Dawn Schellenberg and Summer Jawson
May 2, 2016



Our mission, vision, and core values

Mission: deliver a high-quality transportation system for Seattle

Vision: connected people, places, and products

Committed to **5 core values** to create a city that is:

- Safe
- Interconnected
- Affordable
- Vibrant
- Innovative

For ALL

Presentation overview

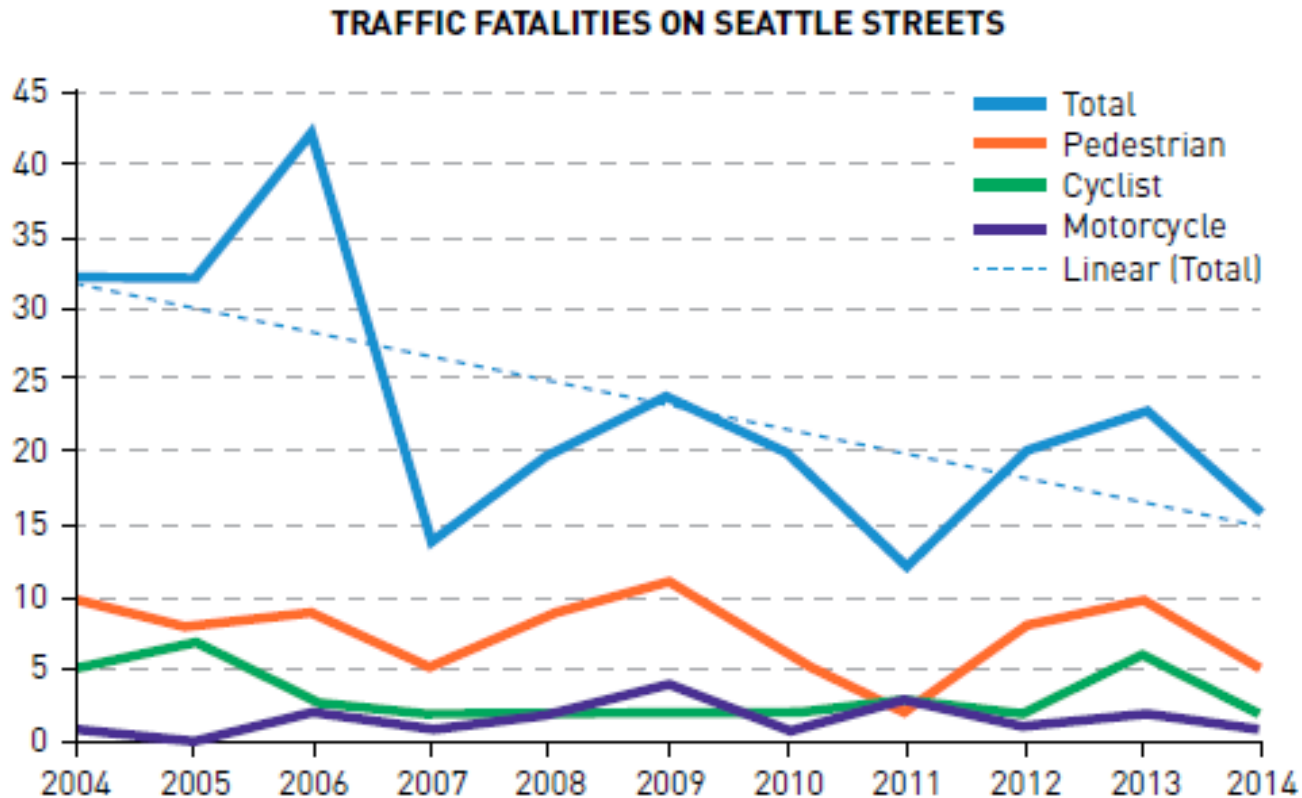


26th Avenue SW Delridge Greenway

- City's safety goals
- Neighborhood greenway description and potential routes
- Traffic data
- Project schedule
- Questions and input

Focus on the vulnerable

Seattle's goal: Zero traffic fatalities and serious injuries by 2030

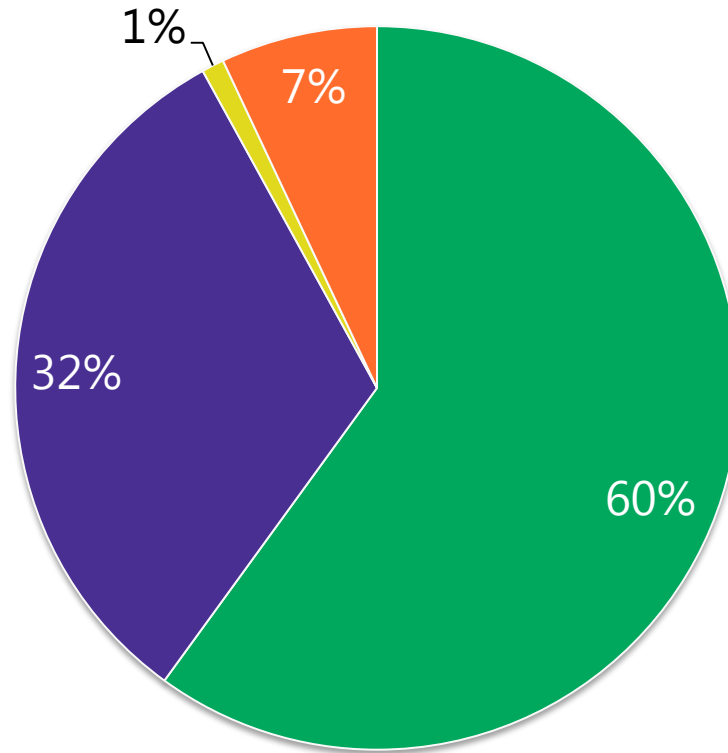


Crashes with people walking and biking make up 8% of total, but **50% of fatalities**

Speed matters



What we can accomplish



■ Willing But Wary

■ No Way, No How

■ Strong and Fearless

■ Enthused and Confident

What is a Neighborhood Greenway?



A safer, calm residential street for you and your neighbors

Best locations



Photo credit: Flickr /kallu



Residential streets with low speeds, volumes and few hills
that take you to schools, parks, libraries and shops

Slow speeds = safety



- Drivers are better able to stop and prevent collisions
- Calmer environment

Speed humps



Fremont Avenue N Greenway

- Slows motorists and people biking
- Reduces cut-through traffic

Traffic calming devices (diverters)



Reduce traffic volumes and cut-thru traffic on residential streets by limiting certain turns or through movement

Signs and markings



- Directs people to and along the greenway
- Helps motorists know people are present

Safer crossings at busy streets

- Easier for seniors and children to cross
- Make motorists aware of people walking and biking



Rapid Flash Beacons

Stop signs



- Calms traffic entering and crossing the greenway
- Improves safety for people walking and biking on it

Smooth sidewalk and pavement



- Safer for you and your family to walk and ride bikes
- Helps people in wheelchairs, or with strollers

Public space opportunities



Project history

2014

17th Ave NW Neighborhood Greenway Outreach

1ST PUBLIC MEETING:



2ND PUBLIC MEETING:



2015



Ballard Bridge Workshop

Results: Series of walking and biking recommendations



Ballard Urban Design Framework

Results: Neighborhood transportation recommendations "Move Ballard"



Northbound RapidRide Transit Lane with New Signal on 15th Ave NW Proposed



17th Ave NW Greenway Constructed




2016

Phase II connection from 17th Ave NW to Burke-Gilman Trail

Route options



Selecting a route

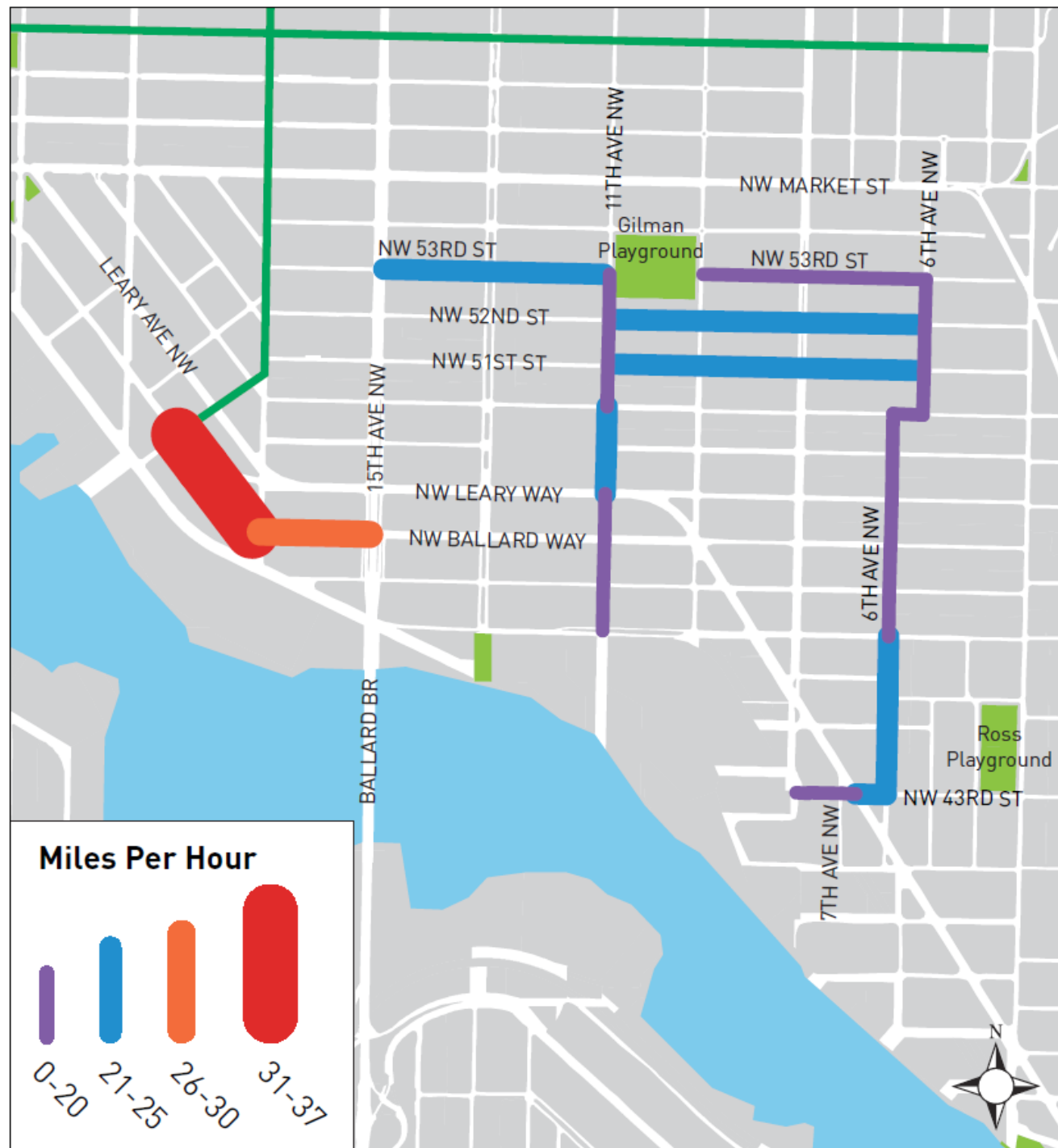
	Option 1	Option 2	Option 3
1 Safety			
Traffic volume	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Traffic speed	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Collision data (2010-2013)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Ease of arterial crossings	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
On-street parking turnover / conflicts	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
2 Pavement condition			
Drainage	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Condition of existing roadway	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Condition of sidewalk	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
3 Access			
Shopping	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Schools	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Community activities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Public transportation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Connections to end points	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Helps create greenway network	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Parallels higher volume/speed routes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Not a truck, transit, emergency route	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
4 Route Continuity			
	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
5 Topography - Grade			
Grade of existing road	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
6 Pedestrian / bike travel			
Existing pedestrian travel	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Existing bike travel	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
7 Community Support			
	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
SUMMARY			
	x	x	x
	x	x	x
	x	x	x

Selecting a route: Slope

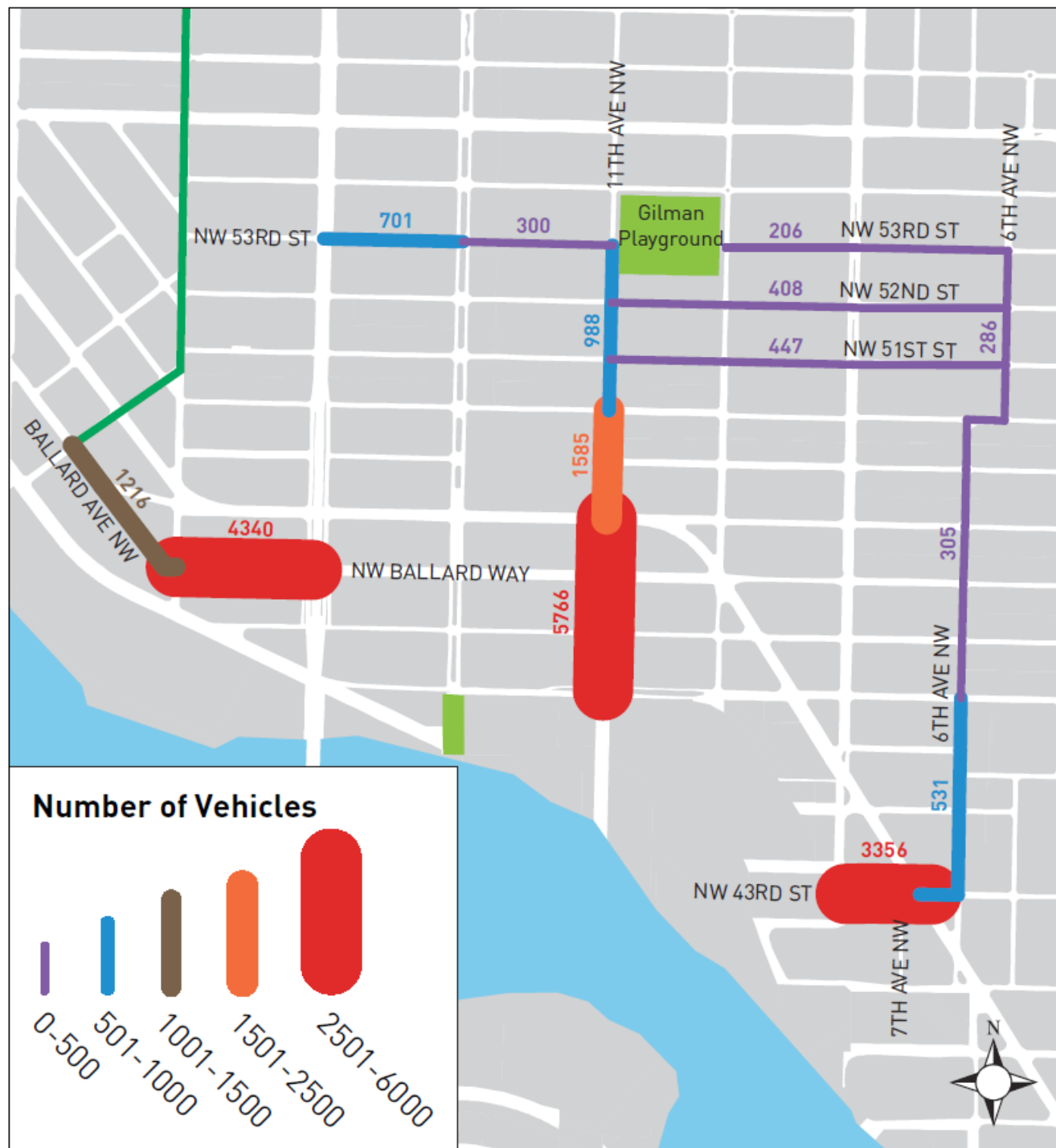


Selecting a route: Speeds

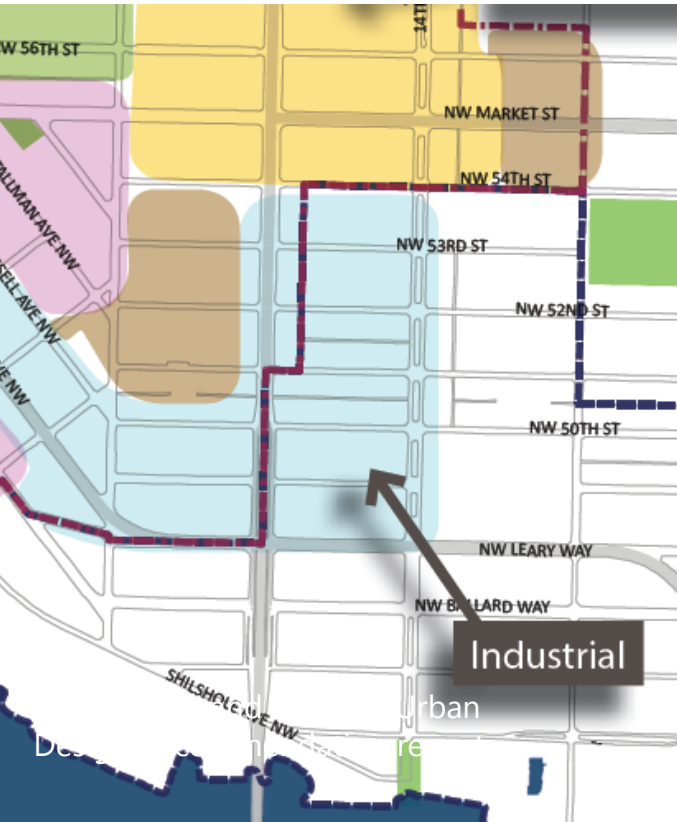
Based on the speed at which 85% of people are driving a or below



Selecting a route: Volumes



Other considerations



A portion of NW 53rd St has industrial character and large trucks loading and unloading in street

Next steps

Date	Action
Early Spring 2016	Community discussions and data collection
May 2016	Public meeting #1
Summer 2016	Public input, site visits and conceptual design
Summer/Fall 2016	Public meeting #2
Fall 2016	Final design
2017	Construct transportation improvements

Thanks!

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Questions and answers

Open house stations

